



JCWR56





2009 MINI COOPER S

BASE MSRP*	\$21,950
DESTINATION & HANDLING	\$650
PAINT	
British Racing Green Body Color	\$500
Black Roof/Mirrors	\$0
White Turn Signals	\$100
PACKAGE	
Cold Weather Package	\$500
Heated Powerfold Mirrors & Washer Jets	
Heated Front Seats	
PERFORMANCE	
Dynamic Stability Control	STD
Front Fog Lamps	STD
Xenon Headlamps w/Power Wash	\$500
Rear Fog Lamp	\$100
Limited Slip Differential	\$500
6-Speed Getrag Manual	STD
Aero Kit (Factory Installed)	\$1,250
16" S-Winders (Perf. Run Flats)	STD
COCKPIT	
Sport Seats	STD
Chrome Line Interior	\$250
Dual Pane Panoramic Sunroof	\$1,000
On-Board Computer	STD
6-spkr AM/FM CD Player	STD
Anthracite Headliner	\$250
Cloth: Checkered Carbon Black/Black	\$0
Interior Surface Checkered Silver	STD
3-Spoke Leather Sport Wheel	STD
Bluetooth and USB/iPod Adapter	\$500
TOTAL MSRP AS CONFIGURED*	\$28,050
JCWACCESSORIES**	
JCW Sport Suspension (installation not incl.)	\$1,295
JCW Tuning Kit (installation not incl.)	\$2,100
JCW Gear Shift Indicator (installation not incl.)	\$255
JCW Roof Spoiler (installation not incl.)	\$640
JCW 12.4" Sport Brake Kit (installation not incl.)	\$1,999
ACCESSORIES**	
4 R99 17" Anthracite Wheels & Caps (installation not incl.)	\$2,725
Driving lamps (installation not incl.)	\$525
Sport Stripes - black (installation not incl.)	\$85
TOTAL ACCESSORIES **	\$9,624
TOTAL MSRP AS CONFIGURED*	\$28,050
TOTAL COMBINED	\$37,674



Now that you've built your ideal MINI, you might be interested in all the ways we can help you pay for it. Check out our innovative Financial Service offerings by visiting: www.miniusa.com/link/waystopay/main

The Build Your Own MINI experience is an ongoing development and expansion. Actual prices and available options are subject to change and may vary from the Summary listing. Please contact us with any questions. We welcome your comments.

*Total MSRP excludes all taxes, title/documentary fees, registration, tags, MINI preparation charges, MINI Dealer installed options, insurance, certificate of compliance or non-compliance fees, and finance charges. Prices may vary by MINI Dealership.

**All prices are suggested retail prices and are subject to change. Actual prices may vary and depend upon MINI Dealer. Prices do not include installation or painting, if required. Prices exclude taxes and/or shipping and handling charges. Check with your authorized MINI Dealer for complete accuracy of information and availability.

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LET'S FORGET ALL OUR ASSUMPTIONS ABOUT CARS.

If you're going to motor, motor in a strange and wonderful alchemy of steel, aluminum, graphite, dreams and sweat. Motor in something built by designers who used paper and pencil instead of computers. By designers who listened to their hearts, not focus groups.

Motor in a machine that's more than a pretty face. Every MINI is small but packed with as many features as some cars costing three times as much. Read on and soon you'll understand that even though there are three different body types, the MINI is still in a class of one.

LET'S BE SMART.

Six standard airbags w/ side curtains: Smart technology knows which airbags need to inflate when, and at what speed and force*

Cooper	CooperS	Cooper Convert.	CooperS Convert.	Cooper Clubman	CooperS Clubman	John Cooper Works Hardtop	John Cooper Works Clubman
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Rear Roll Hoops and reinforced A-pillar and frame for added rollover protection

Four standard airbags: Smart technology knows which airbags need to inflate when, and at what speed and force*

Side thorax airbags in the sides of the front seats that protect the bodies and the heads of the driver and front co-pilot*

Advanced crumple zones re-channel forces around the passenger compartment

The latest generation 4-channel Anti-lock Braking System (ABS). Vented in front, solid in back. Brake surface area is larger than the entire wheel on a classic Mini.

Tire Pressure Monitor

Cornering Brake Control (CBC) with Electronic Brake Force Distribution (EBD)

Side-impact door beams with interlocking anchor system are massive and, well, add protection against side impact

Engine designed to break away from its mounts in a head-on collision to help protect the legs of the driver and front co-pilot

*Airbags will deploy varyingly depending on the severity of the impact.

LET'S SWEAT THE DETAILS.

MacPherson strut front suspension w/multi-link rear suspension

Front and rear anti-roll (stabilizer) bars

Electric, engine-speed-sensitive power steering

Electro-hydraulic, engine-speed-sensitive power steering

Center-mounted speedometer

Steering column-mounted tachometer

Optional Multifunction steering wheel

Split fold-down rear seats for expandable cargo space

Engine Immobilizer with coded driveway protection

Climate controlled glove box

Air conditioning with microfilter and air-recirculation

Remote entry, including 2-step unlocking and trunk release

Speed-sensitive intermittent windshield wipers

Power windows with "one-touch" down operation

Service interval indicator with miles-to-service readout

Anti-theft CD audio system with AM/FM radio, six speakers, presets, auxiliary input-ready, satellite radio-ready and pre-wired for 6-disc CD changer

Optional center armrest

Toggle switch goodness

Convenient rear cargo position

Rear window wiper(s)

LET'S ALWAYS BE OPEN.

Fully automatic convertible top that folds down in 15 seconds

Sunroof feature

Heated glass rear window

Drop-down tailgate with easy-load feature. The z-shaped folding mechanism of the roof allows for ample cargo space even when the roof is down.

LET'S NOT TAKE SLOW FOR AN ANSWER.

1.6-liter dual overhead cam (DOHC), 16-valve inline 4-cylinder engine with Valvetronic and VANOS

Cooper CooperS Cooper Convert. CooperS Convert. Cooper Clubman CooperS Clubman John Cooper Works Hardtop John Cooper Works Clubman

1.6-liter overhead cam (OHC), 16-valve inline 4-cylinder engine

Turbocharged, intercooled, direct-injection 1.6-liter dual overhead cam (DOHC), 16-valve inline 4-cylinder engine

Turbocharged, twin-scroll 1.6-liter (DOHC), 16-valve, in-line 4-cylinder aluminum-alloy engine

Supercharged, intercooled 1.6-liter overhead cam (OHC), 16-valve inline 4-cylinder engine

118 horsepower @ 6,000 rpm

115 horsepower @ 6,000 rpm

172 horsepower @ 5,500 rpm

208 horsepower @ 6,000 rpm

168 horsepower @ 6,000 rpm

114 lb-ft of torque @ 4,250 rpm

111 lb-ft of torque @ 4,500 rpm

177 lb-ft torque @ 1,600-5,000 rpm

192 lb-ft of torque @ 1,850-5,600 rpm

162 lb-ft torque @ 4,000 rpm

6-speed manual Getrag transmission or 6-speed Aisin Agitronic (Automatic) transmission

5-speed manual Getrag transmission or Continuously Variable (Automatic) Transmission (CVT) with 6-speed steptronic mode

6-speed manual high-capacity Getrag transmission

Weight unladen: 2,546 lbs (6-speed) 2,634 lbs (Automatic)

Weight unladen: 2,668 lbs (6-speed), 2,723 lbs (Automatic)

Weight unladen: 2,700 lbs (6-speed) 2,734 lbs (CVT)

Weight unladen: 2,844 lbs (6-speed), 2,888 lbs (Automatic)

Weight unladen: 2,723 lbs (6-speed), 2,800 lbs (Automatic)

Weight unladen: 2,855 lbs (6-speed), 2,900 lbs (Automatic)

Weight unladen: 2,701 lbs. (6-speed)

Weight unladen: 2,888 lbs. (6-speed)

Drive-by-Wire electronic throttle control. Replaces mechanical linkage. Provides instant power and optimal gas mileage.

Engine oil cooler, piston-cooling jets

LET'S TURN EVERY WHICH WAY BUT BACK

Go-Kart-like handling

Torque-steer-squashing equal length drive shafts

Fully independent suspension with front & rear anti-roll stabilizer bars

15" alloy wheels with all-season or performance tires

16" alloy wheels with run-flat performance tires

17" Challenge Spoke alloy wheels

Optional 17" alloy wheels with run-flat all-season or performance tires

Optional Limited Slip Differential (LSD)

All-Season Traction Control (ASC)

JCW Tuning Kit available

Dynamic Stability Control (DSC) optional on certain models

Dynamic Traction Control (DTC) including Electronic Differential Locked Control (EDLC)

	Cooper	CooperS	Cooper Convert.	CooperS Convert.	Cooper Clubman	CooperS Clubman	John Cooper Works Hardtop	John Cooper Works Clubman
1.6-liter dual overhead cam (DOHC), 16-valve inline 4-cylinder engine with Valvetronic and VANOS	Yes							
1.6-liter overhead cam (OHC), 16-valve inline 4-cylinder engine			Yes					
Turbocharged, intercooled, direct-injection 1.6-liter dual overhead cam (DOHC), 16-valve inline 4-cylinder engine		Yes						
Turbocharged, twin-scroll 1.6-liter (DOHC), 16-valve, in-line 4-cylinder aluminum-alloy engine							Yes	Yes
Supercharged, intercooled 1.6-liter overhead cam (OHC), 16-valve inline 4-cylinder engine				Yes				
118 horsepower @ 6,000 rpm	Yes				Yes			
115 horsepower @ 6,000 rpm			Yes					
172 horsepower @ 5,500 rpm		Yes						
208 horsepower @ 6,000 rpm							Yes	Yes
168 horsepower @ 6,000 rpm				Yes				
114 lb-ft of torque @ 4,250 rpm	Yes				Yes			
111 lb-ft of torque @ 4,500 rpm			Yes					
177 lb-ft torque @ 1,600-5,000 rpm		Yes						
192 lb-ft of torque @ 1,850-5,600 rpm							Yes	Yes
162 lb-ft torque @ 4,000 rpm				Yes				
6-speed manual Getrag transmission or 6-speed Aisin Agitronic (Automatic) transmission	Yes	Yes		Yes	Yes	Yes		
5-speed manual Getrag transmission or Continuously Variable (Automatic) Transmission (CVT) with 6-speed steptronic mode			Yes					
6-speed manual high-capacity Getrag transmission							Yes	Yes
Weight unladen: 2,546 lbs (6-speed) 2,634 lbs (Automatic)	Yes							
Weight unladen: 2,668 lbs (6-speed), 2,723 lbs (Automatic)		Yes						
Weight unladen: 2,700 lbs (6-speed) 2,734 lbs (CVT)			Yes					
Weight unladen: 2,844 lbs (6-speed), 2,888 lbs (Automatic)				Yes				
Weight unladen: 2,723 lbs (6-speed), 2,800 lbs (Automatic)					Yes			
Weight unladen: 2,855 lbs (6-speed), 2,900 lbs (Automatic)						Yes		
Weight unladen: 2,701 lbs. (6-speed)							Yes	
Weight unladen: 2,888 lbs. (6-speed)								Yes
Drive-by-Wire electronic throttle control. Replaces mechanical linkage. Provides instant power and optimal gas mileage.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Engine oil cooler, piston-cooling jets		Yes		Yes		Yes	Yes	Yes

THE MINI COOPER HARDTOP

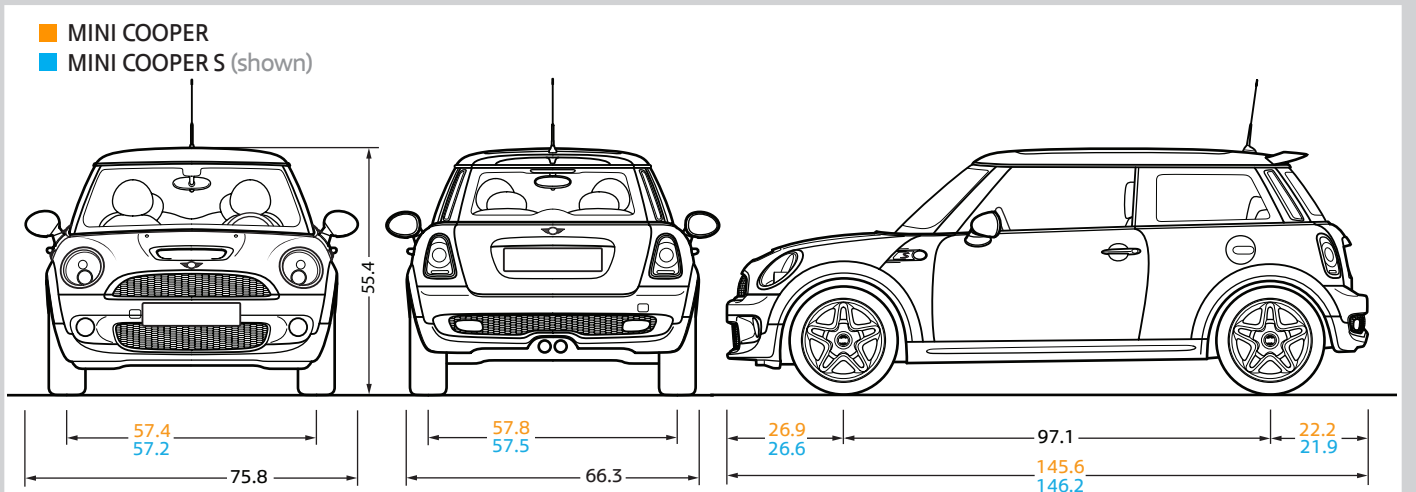
LET'S MOTOR.

The original revolutionary, customizable, ultra-rigid, wide bulldog stance, multi-link rear suspended, 16-valve, ABS rocking, twin-scroll turbocharged*, adrenal gland stimulating, go kart-like handling automotive icon.

*MINI Cooper S

ASTRO BLACK	BRITISH RACING GREEN	CHILI RED	PEPPER WHITE	LIGHTNING BLUE	PURE SILVER	SPARKLING SILVER
MELLOW YELLOW	NIGHTFIRE RED	OXYGEN BLUE	DARK SILVER	LASER BLUE	ROOF/MIRROR COLORS	

*Some colors not available for all models. Roof and Mirrors are also available in body color.



LET'S HONE OUR MOTORING SKILLS.

HEEL-TOE DOWNSHIFTING

Heel-Toe Downshifting is a complex, but valuable technique for carrying speed through corners and shaving valuable seconds off your time. But just as importantly, it will also impress the heck out of your friends. After all, it is a fairly advanced technique that will have you steering with your left hand, shifting with your right hand, pressing the clutch with your left foot, and working the brake and gas pedals with your right foot. All at the same time. This maneuver is not for amateurs, so be sure to practice outside of race environments until you have this mastered. Preferably on someone else's clutch.

1. As you approach a corner, move your right foot onto the brake pedal and ease onto your brakes.

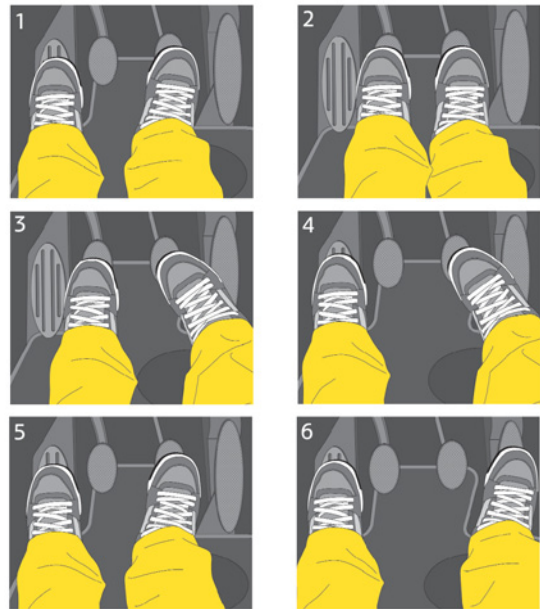
2. Just before braking is complete, press in the clutch with your left foot and start your downshift with your right hand on the stick.

3. With the ball of your right foot still pressing, but easing up on the brakes, lift and rotate your heel so that it sits above the lower corner of the gas pedal. (This part may change depending on the size of your feet that is. Maybe you find it more comfortable to use your heel on the brake and toe, or outside of your foot, on the gas. The key point is that you find a position that allows you to brake and "blip" the gas pedal at the same time.

4. As your right hand moves the stick shift through neutral, give the gas a little push (or a "blip") with your heel to bring the engine revs up 1,000 RPMs higher than they were in the higher gear. This is usually somewhere around 3,000 to 4,000 RPM. All the while continuing to press, but ease off the brakes.

5. Complete your downshift and ease off the clutch with your left foot while sliding your right foot back over to the brake pedal. If done right, the RPMs generated from the blip should bring you up to where you need be so that as the clutch is released the engine engages smoothly. There shouldn't be any lurching when the clutch is let go.

6. Finish braking, roll your right foot back to the gas pedal, and sustain your speed through the corner, accelerating as you come out. And remember, all of these steps happen in about half-a-second, so step lively good chap.



MINI-SPEAK REFERENCE GUIDE

UNLESS YOU HAVE one of those fancy translation devices they use for U.N. meetings, you might not immediately understand what MINI Owners are saying. They've formulated their own language. So to get you into the conversation, we offer you this condensed but helpful MINI dictionary.

AEROARMICS: The joint study of wind resistance and wind sensation conducted by holding a flattened hand out of your MINI window.

A.P.B.O. (ALWAYS PARK BONNET OUT): When participating in a MINI Rally or motoring with other MINI Owners, it's proper etiquette to back into your parking spot so that your MINI can be best displayed.

BONNET: No, not one of those puffy, open-prairie hats that tie under the chin and make you look foolish. A bonnet is the part of the car that covers the motor...the part that non-MINI Owners commonly call a "hood."

BONNET STRIPES: Two five-inch-wide stripes that some MINI Owners choose to affix to their bonnets. This racing-styled aesthetic enhancement says, "I like speed. In fact, some of my best friends are speed."

BOOT: The openable hatch at the rear of the MINI in which luggage, groceries or a friend smuggled into a drive-in movie can be kept. More commonly called a "trunk."

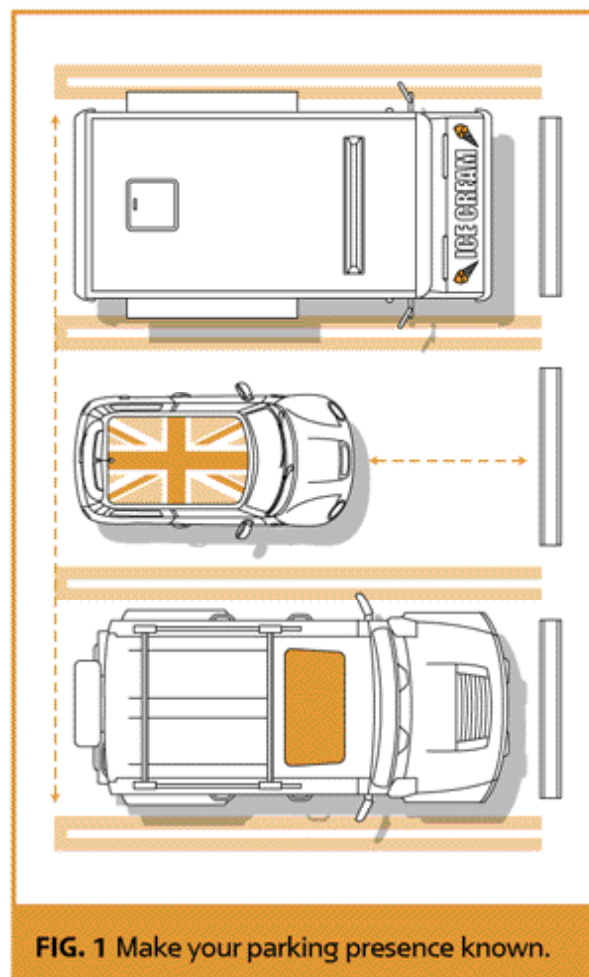
COURTESY RIDE: To give a ride home to a co-worker you don't really like because their wide-eyed interest in your MINI makes you forget that you don't really like them.

MINI-LOHA: The usually understated (yet sometimes grossly enthusiastic) greeting MINI Owners give each other on the road. Also called "MINI PDA," this affection among MINI Owners manifests itself in the form of a honk, headlight flash, nod, wave or thumbs up.

M.T.F. (MINI TRACKING FEVER): A somewhat obsessive condition in which one repeatedly checks the online tracking status of his custom-ordered MINI as it is being custom-built and transported from Oxford.

MOTOR: When sitting behind the wheel of a MINI, you motor. You don't drive. Driving is for everyone else. And trained circus bears.

PHANTOM PARKING: When pulling your MINI into a parking spot, pulling all the way in can create the illusion that the spot is vacant, even with the un-SUV-ian, 155 inch-long Clubman. Parking in the middle of the spot gives other land yacht-sized vehicles the appearance that the spot is filled and avoids a nasty rear-ending. See FIG. 1.



THE QUEEN'S VEHICULAR ENGLISH: A set of words used by MINI Owners when referring to parts of their cars. Examples include "boot" and "bonnet."

YOU-IFICATION: The customization of your MINI to such a degree that it's no one else's but yours.